

# **FUND 309**

## **METRO OPERATIONS AND CONSTRUCTION**

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### **Board of Supervisors' Adjustments**

*The following funding adjustments reflect all changes to the FY 2001 Advertised Budget Plan, as approved by the Board of Supervisors on April 24, 2000:*

- The Board of Supervisors made no changes to the FY 2001 Advertised Budget Plan.

*The following funding adjustments reflect all approved changes to the FY 2000 Revised Budget Plan from January 1, 2000 through April 17, 2000. Included are all adjustments made as part of the FY 2000 Third Quarter Review:*

- The Transfer Out from Fund 309, Metro Operations and Construction, to Fund 100, County Transit Systems, was increased by \$612,988, from \$756,000 to \$1,368,988. This funding is required to restore six buses that were due for replacement which will be used instead to implement service enhancements and expansions, including those approved by the Board of Supervisors on June 7, 1999, as well as those projected to be required to meet future service demands. Funding for these service enhancements is available from a formula change in the Northern Virginia Transportation Commission allocation of State aid and gas tax and is budgeted in Fund 309 until final determination of the nature of the enhancements. Since these enhancements are being made to the County's CONNECTOR Transit System, a transfer of funds from Fund 309 to Fund 100 is necessary to reflect the expenditures in the appropriate fund. As a result, expenditures in Fund 309 are decreased by \$612,988, with a corresponding increase in expenditures in Fund 100.

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### **County Executive Proposed FY 2001 Advertised Budget Plan**



#### **Agency Overview**

The County's portion of the FY 2001 Washington Metropolitan Area Transit Authority's (WMATA) operating and capital budgets is based on the WMATA General Manager's FY 2001 Budget Proposal. The WMATA Board Budget Committee will review the WMATA General Manager's proposed FY 2001 Budget between January and May, and the WMATA Board is expected to adopt the FY 2001 Budget in May 2000. The County's portion of the total WMATA budget is determined by using several formulas that include such factors as jurisdiction of residence of passengers, number of stations located in a jurisdiction, the amount of service in a jurisdiction, and a population factor. The FY 2001 estimate of applied aid, which includes gas tax receipts and State aid allocated by the Northern Virginia Transportation Commission reflects the change in the gas tax formula.

The FY 2001 Metro operating and capital disbursements in Fund 309, Metro Operations and Construction, net of bus/rail operating revenues (fares) total \$69,114,667, an increase of \$2,092,967, or 3.1 percent, over the *FY 2000 Revised Budget Plan* disbursements of \$67,021,700. In general, increases to operating requirements have been offset with increased applied aid and capital funding adjustments. However, the FY 2001 recommendation includes funding for expansion items included in the WMATA General Manager's FY 2001 Budget Proposal. Final adjustments to this fund are contingent upon review and approval of the WMATA Budget by the WMATA Board, anticipated in May 2000.

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#### **General Fund Support**

The FY 2001 General Fund Transfer In of \$12,673,283 represents a net increase of \$5.6 million over the *FY 2000 Revised Budget Plan* level of \$7,045,830 due to the use of \$3.2 million in FY 1999 fund balance to partially fund FY 2000 expenses and a net increase of \$2.4 million in additional support associated with increases in the WMATA General Manager's Proposed Budget and with funding for the continuation of the Springfield Circulator Bus Service, previously funded with a combination of grant funds and local match. It should be noted that the WMATA General Manager proposed the following expansion items: continuation of the Tyson's Bethesda service previously funded by a non-recurring grant, extended rail service on weekends, subsidized bus fares on selected routes to encourage rail ridership, additional rail station parking shuttle service, additional bus service for regional routes, and enhanced marketing. These expansion initiatives will be considered by the WMATA Board during its budget review process prior to May 2000. Final adjustments will be made at the FY 2000 Carryover Review, upon consideration and final approval of the WMATA budget, contingent upon Board of Supervisors' review and approval.

#### **County Capital Support**

The FY 2001 Capital Requirement of \$13.9 million represents an increase of \$3.7 million from the *FY 2000 Revised Budget Plan* level of \$10.2 million, due to the Rail Capital requirements for the 103-mile system, based on the projected billing schedule provided by WMATA and construction progress. Authorized but unissued bonds will be used to support this obligation, which is consistent with the FY 2001 - FY 2005 Capital Improvement Program (With Future Years to 2008).

Table 1 provides detailed information regarding the operating expenditures, revenues, and funding sources for Metrobus and Metrorail operations.

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## METRO OPERATIONS AND CONSTRUCTION

**TABLE 1**  
**METROBUS AND METRORAIL OPERATING FUNDING CHART**  
**Fairfax County Related Expenses**

	FY 1999 Actual	FY 2000 Adopted Budget Plan	FY 2000 Revised Budget Plan	FY 2001 Advertised Budget Plan	FY 2001 Adopted Budget Plan
<b>Disbursements:</b>					
Bus Operating	\$29,776,666	\$29,104,537	\$30,159,707	\$30,455,164	\$30,455,164
ADA Paratransit	1,911,192	1,948,971	2,136,756	2,832,675	2,832,675
Rail Operating	45,905,732	46,280,103	46,731,084	50,747,595	50,747,595
Construction Management	305,188	311,290	0	0	0
Springfield Circulator	62,000	0	116,000	375,000	375,000
Service Enhancements <sup>1</sup>	42,000	712,555	1,608,088	1,800,000	1,800,000
Subtotal Operating Disbursements	\$78,002,778	\$78,357,456	\$80,751,635	\$86,210,434	\$86,210,434
<b>Revenue:</b>					
Bus Revenue	\$5,578,020	\$5,578,020	\$5,578,020	\$5,578,020	\$5,578,020
Rail Revenue	30,931,000	30,931,000	30,931,000	30,931,000	30,931,000
Subtotal Operating Revenue	\$36,509,020	\$36,509,020	\$36,509,020	\$36,509,020	\$36,509,020
Subtotal Operating Disbursements less Operating Revenues	\$41,493,758	\$41,848,436	\$44,242,615	\$49,701,414	\$49,701,414
<b>Applied Aid:</b>					
Gas Tax Receipts	\$4,108,306	\$4,379,809	\$7,883,800	\$8,075,712	\$8,075,712
State	27,849,863	28,609,687	25,998,711	25,775,775	25,775,775
Other	0	600,000	0	3,034,479	3,034,479
Subtotal Applied Aid	\$31,958,169	\$33,589,496	\$33,882,511	\$36,885,966	\$36,885,966
<b>Available Fund Balance:</b>					
Fund Balance Used to Offset Expenditures	(\$1,615,467)	\$1,213,110	\$3,314,274	\$142,165	\$142,165
<b>Total General Fund Transfer for</b>					
<b>Bus and Rail Operation</b>	<b>\$11,151,056</b>	<b>\$7,045,830</b>	<b>\$7,045,830</b>	<b>\$12,673,283</b>	<b>\$12,673,283</b>
<b>Total General Fund Support for</b>					
<b>Bus and Rail Operation<sup>2</sup></b>	<b>\$9,535,589</b>	<b>\$8,258,940</b>	<b>\$10,360,104</b>	<b>\$12,815,448</b>	<b>\$12,815,448</b>

<sup>1</sup> The Service Enhancement line item includes direct expenditures in Fund 309, Metro Operations, and the amount in the Transfer Out to Fund 100, County Transit, for service enhancements.

<sup>2</sup> The total General Fund support for Metrobus and Metrorail is the sum of the General Fund Transfer In and the fund balance used to offset expenditures.

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### **METRO OPERATIONS AND CONSTRUCTION**

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#### **Operating Expenses**

The net operating expenditures are projected to increase \$5,458,799, or 12.3 percent, from \$44,242,615 in the *FY 2000 Revised Budget Plan* to \$49,701,414 in FY 2001. This increase is primarily due to continued increases in MetroAccess ridership, Metrorail and Metrobus costs associated with existing service, funding for the continuation of the Springfield Circulator Bus Service (previously funded with a combination of grant funds and local match), and the provision of funding for several expansion initiatives. It should be noted that the WMATA General Manager proposed the following expansion items: continuation of the Tyson's Bethesda service previously funded by a non-recurring grant, extended rail service on weekends, subsidized bus fares on selected routes to encourage rail ridership, additional rail station parking shuttle service, additional bus service for regional routes, and enhanced marketing. These expansion initiatives will be considered by the WMATA Board during its budget review process prior to May 2000. Final adjustments will be made at the FY 2000 Carryover Review, upon consideration and final approval of the WMATA budget, contingent upon Board of Supervisors' review and approval.

On the basis of a Northern Virginia Transportation Commission (NVTC) formula, the County receives State aid and gas tax to offset a portion of the subsidy requirement. As a result of a change in this formula to more accurately allocate revenue, Fairfax County projects an additional \$1.8 million in gas tax revenue in FY 2001, compared to FY 1998 (prior to the formula change). The funds received as a result of the formula change are being applied to service enhancements and cannot be used for current Operating Expenses. Accordingly, this additional gas tax will fund service enhancements. Of these enhancements, \$0.6 million will be funded within Fund 309 and is included in the Operating Subsidy requirement listed above, and \$1.2 million will be transferred to Fund 100, County Transit Systems, to provide fare simplification and additional service on selected routes. Funding for service enhancements reflects a net increase of \$0.2 million from FY 2000 funding, which included \$0.8 million in Fund 309 and \$0.8 million transferred to Fund 100.

Applied aid to Operating Expenses, which reduces the County's direct funding support of Metrobus and Metrorail operations, is projected to increase by \$3,003,455. This increase is primarily comprised of an increase in the prior year adjustment of approximately \$3 million.

The combined effect of the \$5,458,799 expenditure increase and the \$3,003,455 increase in aid gives a net increase to the County's FY 2001 General Fund support for Metrobus and Metrorail operations. FY 2001 General Fund support is \$12,815,448, an increase of \$2,455,344, or 23.7 percent, over the *FY 2000 Revised Budget Plan* total support of \$10,360,104. This obligation will be met with a General Fund Transfer In of \$12,673,283 and \$142,165 in available fund balance.

Ridership is expected to increase from 4,999,400 in FY 2000 to 5,025,000 riders in FY 2001 for Metrobus and from 11,500,000 riders in FY 2000 to 11,675,000 riders in FY 2001 for Metrorail, an increase of 0.5 percent and 1.5 percent, respectively. The Operating subsidy per Metrobus passenger is projected at \$4.95 for FY 2001, increasing only slightly over the present \$4.91. The operating subsidy for Metrorail is also expected to increase over the current \$1.37 per passenger in FY 2000 to \$1.70 per passenger in FY 2001.

Table 2 provides detailed information regarding the operating expenditures, revenues, and funding sources for Metrobus and Metrorail operations.

# FUND 309

## METRO OPERATIONS AND CONSTRUCTION

**TABLE 2**  
**METROBUS AND METRORAIL CAPITAL FUNDING CHART**  
*Fairfax County Related Expenses*

	FY 1999 Actual	FY 2000 Adopted Budget Plan	FY 2000 Revised Budget Plan	FY 2001 Advertised Budget Plan	FY 2001 Adopted Budget Plan
<b>Expenditures:</b>					
Rail Capital	\$10,638,430	\$10,636,950	\$14,856,110	\$10,658,688	\$10,658,688
Rail Reliability Program	1,819,239	3,937,823	2,941,837	3,564,541	3,564,541
Bus Capital	1,579,504	1,676,810	1,812,210	1,621,096	1,621,096
Revenue Bond Debt Service	3,168,928	3,168,928	3,168,928	3,168,928	3,168,928
System Improvement	0	0	0	400,000	400,000
Bond Issuance Cost	28,715	0	0	0	0
Subtotal Capital Expenditures	\$17,234,816	\$19,420,511	\$22,779,085	\$19,413,253	\$19,413,253
<b>Applied State Aid &amp; Gas Tax Receipts:</b>					
State Bonds	\$0	\$7,315,000	\$7,315,000	\$0	\$0
Rail Reliability	1,416,153	2,137,823	278,250	692,300	692,300
Bus Capital	1,579,504	1,676,810	1,812,210	1,621,096	1,621,096
Revenue Bond Debt Service	3,168,928	3,168,928	3,168,928	3,168,928	3,168,928
Subtotal Applied State Aid	\$6,164,585	\$14,298,561	\$12,574,388	\$5,482,324	\$5,482,324
<b>Total General Obligation Bond Support of Rail and Bus Capital</b>	<b>\$11,070,231</b>	<b>\$5,121,950</b>	<b>\$10,204,697</b>	<b>\$13,930,929</b>	<b>\$13,930,929</b>

### Capital Expenses

The FY 2001 funding level is necessary to fund Fairfax County's contribution to WMATA for the "fast track" Metrorail construction plan that was approved by the Board of Supervisors in June 1992. The "fast track" plan is a funding and construction mechanism whereby the participating jurisdictions contribute toward the completion of the 103-mile adopted regional Metrorail system by 2002. This financing plan works in conjunction with the Federal Government authorization of \$1.3 billion for Metrorail construction. This plan requires Fairfax County to commit \$113.2 million for completion of the system. In November 1992, Fairfax County voters passed a \$130 million General Obligation Bond referendum for transportation improvements of which \$50 million was designated specifically for Metrorail construction. State bonds supported by recordation fees were available to apply toward Metrorail capital contribution. In FY 2000, approximately \$7.3 million in State bonds, supported by telecommunication right-of way fees, are expected to be available to support the County's ICCA-V obligations. The balance of the County obligation was met through the use of State aid.

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### **METRO OPERATIONS AND CONSTRUCTION**

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As reflected in Table 2, FY 2001 capital expenditures to maintain facilities, equipment, and buses and to support the completion of the 103-mile Metrorail system total \$19,413,253. This represents a decrease of \$3,365,832, or 14.8 percent, from the *FY 2000 Revised Budget Plan* level of \$22,779,085. The County funding required for FY 2001 has decreased primarily due to the continued decline of the Rail Capital requirement for the 103-mile system, based on the projected billing schedule provided by WMATA, and construction progress. In addition, an amount of \$3,564,541 is included in the FY 2001 budget for the Rail Reliability program. This program includes the rehabilitation of the old Rohr railcar fleet and upgrades to Metrorail system components such as fare gates and farecard machines. An amount of \$1,621,096 is also included to procure replacement buses for the aging Metrobus fleet which will be funded through applied state aid.

Applied aid, which reduces the County's direct support of the WMATA capital expenditures for FY 2001 totals \$5,482,324. The FY 2001 applied aid level represents a decrease of \$7,092,064, or 56.4 percent, from the *FY 2000 Revised Budget Plan* level of \$12,574,388. This decrease is mainly due to the availability of \$7,315,000 in State bond funds in FY 2000, which will be not available in FY 2001.

The combined decrease in the County's WMATA capital expenditures of \$3,365,832 and decrease in applied aid of \$7,092,064 results in an increase to the County's Capital support of \$3,726,232, from \$10,204,697 in FY 2000 to \$13,930,929 in FY 2001, all of which will be funded through the sale of authorized General Obligation Bonds. The projected bond sale in support of the WMATA Capital Program is consistent with the FY 2001 - FY 2005 Capital Improvement Program (With Future Years to 2008).

#### **Fairfax County Metrobus Service**

Metrobus service is assumed to remain the same as in FY 2000.

#### **Fairfax County Metrorail Service**

Metrorail operates three lines in Fairfax County; the Yellow Line which terminates at the Huntington Station in the southeastern part of the County, the Orange Line operating to its terminus at the Vienna Station in the central part of the County, and the Blue Line terminating at the Franconia-Springfield Station. It is estimated that County residents will travel 19.3 million passenger trips and 129 million passenger miles during FY 2001 on Metrorail. These ridership figures are based on a 1994 passenger survey, which is the most recent information available by jurisdiction. WMATA will conduct another ridership survey in spring 1999.



### ***Funding Adjustments***

*The following funding adjustments reflect all approved changes to the FY 2000 Revised Budget Plan since passage of the FY 2000 Adopted Budget Plan. Included are all adjustments made as part of the FY 1999 Carryover Review and all other approved changes through December 31, 1999:*

- At the FY 1999 Carryover Review, the total County operating and capital support for FY 1999 in Fund 309, Metro Operations and Construction, was increased by \$7,183,911. This increase includes an increase in the operating subsidy of \$1,638,179 offset by an increase in operating applied aid of \$293,015 for a net increase in General Fund operating support of \$1,345,164. The capital subsidy increased by \$3,358,574, while capital applied aid decreased by \$1,724,173 for a net increase in capital support of \$5,082,747. In addition, \$756,000 was transferred to Fund 100, County Transit Systems, to support service improvements to the FAIRFAX CONNECTOR system in accordance with Board action taken on March 22, 1999 and May 10, 1999. These funds represent a portion of the additional aid that was made available to the County through the NVTC formula change.

# FUND 309

## METRO OPERATIONS AND CONSTRUCTION



### Objectives

- To increase the annual number of riders on Metrobus routes serving Fairfax County from 4,999,400 in FY 2000 riders to 5,025,000 in FY 2001.
- To increase the number of Metrorail riders boarding at stations in Fairfax County by 1.5 percent, from 11,500,000 in FY 2000 to 11,675,000 riders in FY 2001.



### Performance Indicators

#### Metrobus<sup>1</sup>

Indicator	Prior Year Actuals			Current Estimate	Future Estimate
	FY 1997 Actual	FY 1998 Actual	FY 1999 Estimate/Actual	FY 2000	FY 2001
<b>Output:</b>					
Passengers boarding Metrobus routes in Fairfax County	5,130,000	4,886,000	4,825,540 / 4,999,400	4,999,400	5,025,000
Metrobus routes	95	87	87 / 87	87	87
Metrobus platform hours	332,767	308,739	308,739 / 308,739	316,900	328,900
Metrobus platform miles	5,904,838	5,374,679	5,374,679 / 5,374,679	5,566,608	5,776,500
<b>Efficiency:</b>					
Operating costs	\$33,102,091	\$30,685,839	\$31,649,816 / \$29,776,666	\$30,159,707	\$30,455,164
Fare box revenue	\$5,905,224	\$5,578,020	\$5,578,020 / \$5,708,000	\$5,578,020	\$5,578,020
Operating subsidy	\$27,196,867	\$25,107,819	\$26,071,796 / \$24,068,666	\$24,581,687	\$24,877,144
Operating cost/platform mile	\$5.61	\$5.72	\$5.89 / \$5.54	\$5.42	\$5.27
Operating cost/platform hour	\$99.47	\$99.62	\$102.51 / \$96.41	\$95.17	\$92.6
Revenue/operating cost (shown as a percent)	17.84%	18.18%	17.62% / 19.17%	18.49%	18.32%
Operating subsidy per Metrobus passenger	\$5.30	\$5.14	\$5.40 / \$4.81	\$4.91	\$4.95
<b>Service Quality:</b>					
Percent of Fairfax County riders satisfied with Metrobus	NA	NA	NA / NA	NA	NA
<b>Outcome:</b>					
Percent change in passengers riding on Metrobus routes serving Fairfax County	NA	(4.7%)	2.3% / 2.3%	0.0%	0.5%

<sup>1</sup> Indicators were included for Fund 309 for the first time in the FY 1998 Adopted Budget Plan and reflect data available for fiscal years 1996 through 1998 for Metrobus operations in Fairfax County.

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**METRO OPERATIONS AND CONSTRUCTION**

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**Metrorail**

Indicator	Prior Year Actuals			Current Estimate	Future Estimate
	FY 1997 Actual	FY 1998 Actual	FY 1999 Estimate/Actual	FY 2000	FY 2001
<b>Output:</b>					
Metrorail passengers boarding at stations in Fairfax County	9,363,000	10,914,000	11,000,000 / 11,000,000	11,500,000	11,675,000
<b>Efficiency:</b>					
Operating costs	\$44,998,304	\$46,645,145	\$47,100,855 / \$45,905,732	\$46,731,084	\$50,747,595
Fare box revenue	\$30,931,000	\$30,931,000	\$30,931,000 / \$30,931,000	\$30,931,000	\$30,931,000
Operating subsidy	\$14,067,304	\$15,714,145	\$16,169,855 / \$14,974,732	\$15,800,084	\$19,816,595
Revenue/operating cost (shown as a percent)	68.74%	66.31%	65.67% / 67.38%	66.19%	60.95%
Operating subsidy Per Metrorail passenger	\$1.50	\$1.44	\$1.47 / \$1.36	\$1.37	\$1.70
<b>Service Quality:</b>					
Percent of Fairfax County riders satisfied with Metrorail	NA	NA	NA	NA	NA
<b>Outcome:</b>					
Percent change in passengers boarding at Metrorail stations in Fairfax County	NA	16.6%	0.8% / 0.8%	4.5%	1.5%



# FUND 309

## METRO OPERATIONS AND CONSTRUCTION

### FUND STATEMENT

Fund Type G30, Capital Project Funds

Fund 309, Metro Operations and  
Construction

	FY 1999 Actual	FY 2000 Adopted Budget Plan	FY 2000 Revised Budget Plan	FY 2001 Advertised Budget Plan	FY 2001 Adopted Budget Plan
<b>Beginning Balance<sup>1</sup></b>	<b>\$5,220,194</b>	<b>\$6,128,132</b>	<b>\$13,620,877</b>	<b>\$101,906</b>	<b>\$101,906</b>
Revenue:					
Sale of Bonds <sup>2</sup>	\$17,827,585	\$5,121,950	\$0	\$13,971,188	\$13,971,188
Miscellaneous	27,862	0	0	0	0
Total Revenue	\$17,855,447	\$5,121,950	\$0	\$13,971,188	\$13,971,188
Transfer In:					
General Fund (001)	\$11,151,056	\$7,045,830	\$7,045,830	\$12,673,283	\$12,673,283
Total Transfer In	\$11,151,056	\$7,045,830	\$7,045,830	\$12,673,283	\$12,673,283
<b>Total Available</b>	<b>\$34,226,697</b>	<b>\$18,295,912</b>	<b>\$20,666,707</b>	<b>\$26,746,377</b>	<b>\$26,746,377</b>
Operating Support:					
Expenditures:					
Bus Operating Subsidy	\$24,198,646	\$23,526,517	\$24,581,687	\$24,877,144	\$24,877,144
ADA Paratransit	1,511,192	1,548,971	1,736,756	2,432,675	2,432,675
FASTRAN Paratransit	400,000	400,000	400,000	400,000	400,000
Rail Operating Subsidy	14,974,732	15,349,103	15,800,084	19,816,595	19,816,595
Federally Ineligible <sup>3</sup>	305,188	311,290	0	0	0
Springfield Circulator	62,000	0	116,000	375,000	375,000
Service Enhancements	42,000	712,555	239,100	594,296	594,296
Total Operating Subsidy (Fairfax County)	\$41,493,758	\$41,848,436	\$42,873,627	\$48,495,710	\$48,495,710
Applied Aid	(31,958,169)	(33,589,496)	(33,882,511)	(36,885,966)	(36,885,966)
Total Operating Expenditures	\$9,535,589	\$8,258,940	\$8,991,116	\$11,609,744	\$11,609,744
Transfer Out:					
County Transit Systems (Fund 100)	\$0	\$0	\$1,368,988	\$1,205,704	\$1,205,704
Total Transfers Out	\$0	\$0	\$1,368,988	\$1,205,704	\$1,205,704
Fairfax County General Fund Support	\$9,535,589	\$8,258,940	\$10,360,104	\$12,815,448	\$12,815,448

# FUND 309

## METRO OPERATIONS AND CONSTRUCTION

### FUND STATEMENT

Fund Type G30, Capital Project Funds

Fund 309, Metro Operations and  
Construction

	FY 1999 Actual	FY 2000 Adopted Budget Plan	FY 2000 Revised Budget Plan	FY 2001 Advertised Budget Plan	FY 2001 Adopted Budget Plan
Capital Expenditures:					
Capital Construction					
Support	\$17,206,101	\$19,420,511	\$22,779,085	\$19,413,253	\$19,413,253
Bond Issuance Costs	28,715	0	0	0	0
State Aid Applied	(6,164,585)	(14,298,561)	(12,574,388)	(5,482,324)	(5,482,324)
Total Capital Support	\$11,070,231	\$5,121,950	\$10,204,697	\$13,930,929	\$13,930,929
Total Operating and Capital Support	\$20,605,820	\$13,380,890	\$20,564,801	\$26,746,377	\$26,746,377
<b>Total Disbursements</b>	<b>\$20,605,820</b>	<b>\$13,380,890</b>	<b>\$20,564,801</b>	<b>\$26,746,377</b>	<b>\$26,746,377</b>
<b>Ending Balance</b>	<b>\$13,620,877</b>	<b>\$4,915,022</b>	<b>\$101,906</b>	<b>\$0</b>	<b>\$0</b>
General Fund	3,456,439	0	101,906	0	0
Bond Funds	10,164,438	0	0	0	0
<b>Unreserved Balance</b>	<b>\$0</b>	<b>\$4,915,022</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<sup>1</sup> The FY 1999 Beginning Balance of \$5,220,194 is based on the actual FY 1998 billings from WMATA and unanticipated revenues available at the Northern Virginia Transportation Commission to meet the County's FY 1998 subsidy requirements.

<sup>2</sup> The sale of bonds is based on a review of cash needs rather than cash and encumbrances as presented here for planning purposes. This is consistent with Board policy to sell bonds on a cash basis. On November 3, 1992, an amount of \$50 million was approved by the voters to fund the County's share of completing the Metrorail system in the Franconia/Springfield area. The actual amount authorized by the Board of Supervisors in the spring 1999 bond sale was \$17.805 million. An amount of \$26.895 million remains in authorized but unissued bonds from the November 1992 transportation bond referendum.

<sup>3</sup> This category consists of construction management.